

25X1

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25X1

SECRET

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- 25X1 (c) Komarom-Budapest section of the river. The water current was  
 25X1 slower than on the previous two stretches.  
 25X1 Generally the width of the channel was  
 about 80 m. There were three or  
 four places (one about two km below Szob) where there were  
 sand banks in the channel. These spots were indicated by buoys.  
 The channel was being cleared along this section in different  
 places. With the exception of the sand banks the navigation  
 was not hazardous.
- (d) Budapest-Mohacs section of the river. The water current, with  
 the exception of the Dunafoldvar section (about three km long),  
 had about the same speed as the previous stretch. There were  
 sand banks in the channel, indicated by buoys, in the Adony  
 [4706N-1851E] and Harta [4642N-1901E] areas. At Dunafoldvar  
 a maximum of two barges could be towed at one time. The width  
 of the channel between Budapest and Mohacs varied between  
 approximately 60 and 80 m. In some places near Harta and  
 Dunapataj [4638N-1859E] the channel was as narrow as 30 m.  
 Nowhere were special pilots necessary over this stretch. The  
 lowest depth of the channel was about 14 feet in the Harta and  
 Dunapataj areas. There were a few places on the Budapest-Mohacs  
 stretch where the channel was obstructed by shipwrecks. These  
 spots were indicated by buoys with yellow lights on (both day  
 and night) going on and off every 30 seconds. The sand banks  
 were indicated in the same manner. In two places between  
 Budapest and Dunafoldvar the channel was being enlarged during  
 April 1951. [ ] clearing operations in one place along  
 this stretch.
- (e) Mohacs-Gradiste section of the river. The current had about  
 the same speed as on the previous stretch. Between Gradiste and  
 Belgrade there were two places [locations not recalled] where  
 25X1 there were sandbanks. Between Gradiste and Smederevo [4440N-  
 2057E] the channel was as narrow as 30-40 m in certain points.  
 At Novi Sad [4515N-1950E] over a few kilometers the navigation  
 was slower because of the depth of the channel. [ ] channel  
 enlargement work above Novi Sad. In one spot in that area,  
 over a stretch of about 300 m, stones were being dumped in the  
 water, probably in order to change the current. No special  
 pilots were required on the Mohacs-Gradiste stretch. The width  
 of the channel of this stretch averaged 60 to 80 m.  
 [ ]  
 [ ] About five to six km downstream  
 from Novi Sad there were three or four places with shipwrecks  
 indicated by buoys.
- 25X1 (f) Gradiste-Drencova (about six km downstream from Berzaska  
 [4439N-2158E] section of the river. On this stretch the  
 25X1 channel averaged 60 to 80 m width. [ ]  
 The current had about the same speed as the previous stretch.  
 There were no navigational hazards.
- (g) Drencova-Orsova [4443N-2224E]. A special pilot was necessary  
 on this stretch because of navigational hazards through the  
 Iron Gates. [ ]  
 25X1 The pilots for the Iron Gates  
 section were eight, all Rumanians. The channel in this section  
 was about 60 m wide on the average. Within the Iron Gates  
 section which extended about five km the channel was as narrow  
 as 20 m. Only one boat towing one barge could navigate at one

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SECRET [REDACTED]

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time through the Iron Gates. The whole Iron Gates section channel was visible from Drencova. On the Rumanian side of the river a locomotive (narrow gauge tracks), when necessary, pulled the boat and barge upstream. Sometimes the tug and barge were towed upstream by another boat. It took about two to 2½ hours for a 600 HP tug and one loaded 80 ton barge to go upstream through the Iron Gates. [REDACTED]

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- (h) Orsova-Turnul Severin [4438N-2239E] section of the river. The current was not strong on this stretch. The channel was 60 to 80 m wide. [REDACTED] There were no sand banks or shipwrecks in the channel along this section of the Danube. Special pilots were not needed for navigation on this stretch.
- (i) The Danube navigational channel was marked, around the river bends, by buoys with intermittent lights. These lights were red (probably on the left side going downstream) and blue (probably on the right side going downstream).

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SECRET [REDACTED]